SSD_7417: REGIMENT MIXED-USE REDEVELOPMENT, UNIVERSITY OF SYDNEY, DARLINGTON CAMPUS

UNIVERSITY OF SYDNEY RESPONSE TO SUBMISSIONS

18 MAY 2017

The University of Sydney has reviewed all submissions received during the statutory public exhibition period of State Significant Application *SSD 7417 – Regiment Mixed Use Redevelopment*, located on the western edge of the University's Darlington campus fronting King Street to the West, City Road to the North and Darlington Road to the South.

The University of Sydney's *Response to Submissions* (RtS) has been structured into the following categories in order to differentiate between sources of submissions, relevant disciplines, relevant issues, and changes to design.

This submission should be read in conjunction with other accompanying documentation including:

- Schedule of Design Modification
- Schedule of Amended Plans
- Schedule of Appendices

APPENDICES
• Appendix 1.01 – Façade Solution Options
• Appendix 1.02 – Revised Plans to reflect re-location of Accessible rooms to Lift Cores
• Appendix 1.03 – Report: Regiment Section J Assessment by JHA Consultants
• Appendix 1.04 – Letter: Acoustic Consultant Response by Acoustic Logic
• Appendix 1.05 – Report: Pre-DA Meeting Minutes with City of Sydney 16 January 2017.
• Appendix 1.06 – Area and Accommodation Plans and Schedule
• Appendix 1.07a – GTA Construction Traffic Management Plan
• Appendix 1.07b – UoS Construction Traffic Management Plan by ARUP
• Appendix 1.08 – Revised Pedestrian Wind Environment Statement by WindTech
• Appendix 1.09 – Revised Landscape Concept Report by Oculus
• Appendix 1.10 – UoS Campus Preferred Walking Routes by UoS
• Appendix 1.11 – Letter: John Oultram Heritage & Design Response
• Appendix 1.12 – Revised Compliant Photomontage – Heritage (10107_DA083) by Nettleton Tribe
• Appendix 1.13 – Letter: SCP Consulting Response to RMS Query
• Appendix 1.14 – UoS Street Furniture Site Plan

1. USYD RESPONSE TO DEPARTMENT OF PLANNING & ENVIRONMENT & GOVERNMENT ARCHITECT'S OFFICE

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DPE ISSUE	USYD PROJECT RESPONSE
1. Built Form and Urban Design Consideration be given to the following issues regarding the design of the mixed-use building: a) further articulation of the eight-storey high brickwork facade should be explored to help break down the scale of the structure, particularly at the corner of City Road and Darlington Road;	**Agreed:** The Government Architect's Office provided commentary and requested further consideration on two main architectural issues as follows: ***BRICK FAÇADE*** *Further articulation of the eight-storey high brickwork facade should be explored to help break down the scale of the structure, particularly at the corner of City Road and Darlington Road;* And, ***CORNER EXPRESSION*** *The sharp corner of the site and the intersection of Darlington Road and City Road represents a significant architectural opportunity and key visual place marker for the University. The current proposed form and building façade composition do little to celebrate this key contextual opportunity and are not supported.* The University has further explored options responding to the above comments, with three separate architects, and submits a package of concept drawings options (**Attachment 1.01**). This commentary is to be read in conjunction with the drawings. The University requests that the Department of Planning apply a consent condition requiring that the final facade design be resolved and submitted to the satisfaction of the Secretary prior to the issue of the above Ground Construction Certificate. **OPTION 1 – ENHANCED Vertical Expression** **BRICK FAÇADE** 1. The 8 story overhanging brick blade wall at the intersection of City Road and Darlington Road has been eliminated to visually reduce the length and scale of the facade. 2. The planar brick work has been modified to express vertical sculpting within the brick work depth. The frequency of the vertical brick work sculpting will reduce the visual length and scale of the facade and create dynamic shadow play along the facade. 3. The box windows have been deleted and replaced with recessed vertically expressed windows and finely detailed vertical sun shading. The removal of the box windows allows the upper portion of the facade to appear lighter in articulation and furthermore provides the opportunity to provide recessed windows that are more effectively shaded. It is proposed to provide additional vertical sun shading on the eight storey facade at mid-level to introduce more fine grained detailing and variation along the facade and improve solar protection. 4. The introduction of the vertical recessing continuing to the parapet edge will give the building profile a distinctive

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	top edge appearance that profiles in and out at varying intervals. Similarly this will be apparent at the brick edge that presents to the street. 5. The corner brick work is allowed to sail past the building edge at the top portion of the corner. This allows the top to be articulated and the brick to be expressed as slender elements to be laid in stack bond to give a modern and timeless appearance. As a result of the City Road and corner facade design modifications the conceptual sculptured vertical recess treatment within the brick facade will be translated to all other facades so there is an overall visual consistency and visual strength throughout. The precedent images presented give the intent of the concept. We provide reference to Alvar Aalto's work that is highly Civic in character and uniform in conceptual strength which is the intent of the modified design Option 1. **CORNER EXPRESSION** 1. This concept is an enhanced vertical expression, where the corner of City Road and Darlington Road is reconfigured in a curved form that is sympathetic to the context of the acute angled intersection and follows the tradition of other recognisable urban iconic corner buildings such as the Flat Iron building in New York. The curved form is complementary to the curved corner of Moore College creating a paired gateway relationship. 2. The curved corner is glazed with concealed framed curved glass, overlaid with vertically expressed brick work. The vertical brick work continues the vertical brick façade language on City Road around the glazed corner to Darlington Road so there is a total visual integration and transition of the corner to the facades either side. The extent of the glazed proportion to brickwork is increased at the corner to respond to the internal outlook from the corner. The corner brick work is deeply recessed to provide sun shading and articulation of the brick work that will be expressed with fine grain detailing and stack bonding to celebrate the texture of brick. ## OPTION 2A AND 2B – CONTEMPORARY SCREEN AND VISUAL MARKER Responding to the University Wingara Mura Design Principles. - Connected to ground - Green and sustainable - Protected and safe - Public art opportunity: contemporary indigenous narrative: visual place marker and precinct gateway **BRICK FAÇADE (for both OPTIONS 2A AND 2B)** This option is the result of multiple studies into creating an appropriate balance between horizontal and vertical articulation, responding to the surrounding neighbourhood terrace and retail scale, and refining the contemporary approach to brickwork. The façade review has provided the following: - A fine grain, human scale lower two levels, maintaining visual permeability.

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	- The brick protective screen floats above the street. Responding to the terrace scale, and to reduce the verticality currently proposed, the low level vertical window elements have been reduced, and retained only on the lower most level. The deeply recessive, negative windows, and associated spayed brick work has been simplified, to provide crisp and contemporary shadowing and façade composition. - The higher four levels express a more protective and domestic scale, with its crisp "positive" fenestration language acting as a counterpoint to the levels below. The window sizes have been reduced to be square, less vertical, with a more contemporary composition and rhythm across the facade. Views are framed by the protective edges of the projecting metal blades, whilst providing excellent solar protection and increased privacy. - The brickwork plane has been addressed to add texture, horizontal expression, as well as a vertical layering. It is proposed that a finely banded horizontal textural overlay be created from which the recessed and projected windows punch through. The lower courses are proposed to have raked joints at approximately 4 courses, with flush horizontal and vertical joints between. The upper courses would decrease in the spacing of the raked joint to further enhance the horizontality of the façade. It is proposed that the changes to the City Road façade carry through to the other brick facades with varying degrees of application. Responding to appropriate scale and adjacencies of the facades to the street or internal courtyards. **CORNER EXPRESSION** **OPTION 2A** In many projects across the globe, the acute-angled corner has posed both challenges and opportunities for architects. What is affectionately known as 'Flatiron' buildings when treated as a curved element, Options 2A & 2B both celebrate this circular shape that the floor plan creates, as a separate form to the rest of the façade approaches. Presenting itself as a strong vertical place marker, this visual cue to the western approach to the University along King Street also acts as a transitional element between the different façade treatments of City Road and Darlington Road. Call it a "hinge" from which the floating brick, zinc and glass skins are hung. Call it a "book spine" which denotes a reference to the seat of learning and research for which the University of Sydney is famous. - Within deep shadow recesses, this cylindrical element is clad in a veil of perforated mesh and is strongly grounded to the street, unlike option 2B which is open and more transparent at the lower levels. This option has a more hard urban edge acting as a watershed for pedestrians and vehicles around the corner. - The more solid screen element protects and provides privacy to the residents in the building, while also allowing semi transparency and a glimmer of visual activity. - The flexi-space behind is protected from the western sun, and at night this extruded shape is activated by the common area lighting and the shifting shadows of residents. - The screen will be well detailed and with opportunity to emboss with University logo/branding or Wingara Mura interpretative artwork. - The large expanse of glazing turning the corner into Darlington Road has been removed to improve privacy. The high level zinc cladding is proposed to come down to meet the hinged corner, enhancing the language of overlapping planes and materiality.

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	OPTION 2B With the introduction of a light weight decorative screen wrapping around a curved glazed flat iron corner, opportunity's open up for improvement as follows: - The screen acts as a contemporary gateway to the University precinct, reflecting and responding to the University Indigenous Wingara Mura design principles. - As the screen turns the corner it sleeves the two brick facades on City and Darlington Road, managing the transition in scale. - The screen acts as solar protection from the western sun. - The screen filers light from the social spaces within the building, presenting as a delicate beacon and a unique place marker and identifier. - At the ground and first floor, the screen stops to reveal an active and transparent 'shop front' to the student spaces. The building has been pulled back to respect and remember the garden which has been removed. The green edge continues from the pocket park opposite. Bench seating may create a meeting and resting point in the shade, along the expansive City Road. - The green vertical elements, soften and enhance the hard urban edge, and humanise the corner. - The first floor slab has been removed at the corner to create a two story space, with a highly active student space within. - The veiled screen continues along the high level frontage to Darlington Street, improving privacy to the upper level spaces. The brick screen to the lower levels is also extended to reduce the glazed area, and create more unity between the two street facades.
b) the provision of additional lift cores should be considered to improve movement throughout the building and reduce travel distances to student dorms located at the far ends of corridors;	**Disagree:** The development currently consists of 3 lifts located centrally and 3 communication fire stairs evenly spread through the building. The communication fire stairs are located throughout the building to supplement the lifts by providing everyday vertical communication between the floors. The fire stair doors are held open on magnetic hold devices such that; in non-fire mode the stairs operate as communication stairs encouraging the students to walk between the floors. The stairs reduce the travel distance for end corridor apartments to vertical connection points. The University's monitoring of student behaviour and movement within Queen Mary Building, Abercrombie Student Accommodation, and Sydney University Village has observed the pattern of students visiting friends and/or using communal facilities on floors above and below by using the stairs as quick access (i.e. commonly used short-cuts), rather than using the lifts which tend to serve more as a formalised access to ground level. The stairs therefore promote the interaction of students and the formation of community within the building. As an example, the Queen Mary Building (QMB) in Camperdown currently houses approximately 800 University students, and contains 3 lift cores servicing the entire building. The quantum of lifts at QMB has not been raised as an issue, and has therefore set the precedent for future University Student Accommodation projects. Within the Regiment Building, all stairs are designed to be classified as circulation stairs in accordance with the BCA and are required to incorporate the following items: - Tactile indicators; - Handrails and balustrade compliant with circulation stair standards; - Painted walls;

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	- Natural ventilation; - Magnetic hold open devices with fire mode trip; and - Card readers within the stairwell at every level. The University Student Accommodation Design Standards encourages enhancement of the finishes within the stairs, in order to make them more appealing for use by building occupants and to encourage use for inter floor travel in lieu of relying on the lifts.
c) accessible rooms should be located adjacent to the lift cores;	**Agreed:** However, accessible rooms should not be grouped together as this will be perceived as inequitable and discriminatory. Furthermore, there is no statutory requirement to locate the accessible rooms close to the lift cores. Notwithstanding, the Regiment proposal has been amended, as documented in **Attachment 1.02,** to provide that: • a greater number of accessible bedrooms are relocated close to the lift cores. The attached plans illustrate by colour code those accessible rooms proposed for relocation; and • accessible rooms should be located close to the refuge areas (located in the fire stair wells).
d) an increase in the size of student dorms should be considered to align with the minimum room size for student accommodation under the State Environmental Planning Policy (Affordable Rental Housing) 2009 and the Sydney Development Control Plan 2012;	**Disagree:** The University of Sydney is an *education establishment* that incorporates Student Accommodation. The University does not provide 'boarding house' as is contemplated in the Affordable Rental Housing SEPP (AH-SEPP). The University incorporates bespoke University-associated accommodation which involves key characteristics that differentiate from conventional student accommodation – refer to the details provided under the EIS *Appendix Gi University Affordable Student Accommodation* report. The University notes that the AH-SEPP does not apply in the context of this proposal. Notwithstanding, the clause relating to 'minimum room size standard' is NOT a minimum standard. Clause 29(2) (f) (iii) is a 'cannot refuse' requirement, and not a minimum requirement. It is a clause that (if the SEPP applied), cannot be used to refuse the application – i.e. the clause still allows the approval of smaller rooms subject to appropriate merits consideration. The University EIS **(refer EIS Appendix Eiii)** details the provision of 10m^2 room sizes based on the mixed-use functionality of University student accommodation buildings, the benefits and functions of communal spaces within the building, the benefits of building proximity and access to other campus facilities, and the precedent of bedroom sizes established by existing University buildings incorporating student accommodation. At the University's pre-DA meeting with officers of the City of Sydney Council on 16 January 2017, the City requested the University provide a response to proposed room sizes against the minimal spatial requirements of the Affordable Housing SEPP. The University consequently submitted the attached Student Accommodation Bedroom Size paper to the City and invited City officers to visit the University's Queen Mary Building and Abercrombie Student Accommodation buildings to demonstrate the University's case and justification. The City's Area Planning Manager and Senior Planner visited these buildings on 2 February 2017. A similar tour was also conducted for DPE Assessments staff on 4 May 2017. On 21 February 2017, the City's Senior Planner wrote to the University (email) advising that both she and the Area Planning Manager concluded the University's case for bedroom sizes to be acceptable in this case. Finally, the University highlights that the proposed development satisfies the Sydney DCP underlying objectives of *Clause 4.4.1 Boarding Houses and Student Accommodation*, as is evidenced by the room layout and design as per the plans and the various sections within the EIS.
e) should there be no amendments made to increase the size of the student dorms, increasing the of ratio of communal/common areas throughout the building should be considered;	**Agreed:** No amendments will be made to increase the size of the student dorms. Notwithstanding, the Regiment proposal is amended by providing an additional 484m2 of communal/teaching spaces. Please refer to the attached area drawings and schedules showing the different use areas in different colours and summary of the resulting change of GFA (**Attachment 1.06**). The revised Ground Floor plan demonstrates additional floorspace dedicated to other communal and educational establishment facilities. The revised plan will sacrifice 41 bedrooms for the provision of an additional 484m^2 of education and teaching and communal floorspace. The Regiment proposal therefore incorporates a generous Gross Floor Area per resident of approximately 24.7m^2 per resident.

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	This mixed use composition of the proposed Regiment building responds directly to the University's peer and international review of student demands and the key factors they seek in selecting student accommodation destinations, including an on-campus location, security, University professional support network, and University pastoral care/student wellbeing facilities (refer to EIS Appendix *Gii University Affordable Student Accommodation* report, Section 4). Supplementing these changes are also changes to address the amenity of the roof top terraces (refer to our response to DPE item "g" below) as well as new food preparation facilities (refer to our response to DPE item "h" below)
f) solar screens should be provided to windows to reduce heat load, particularly for rooms that are north and west facing;	**Disagree:** Solar screens will not be provided to windows as the existing treatment of the windows has been designed to manage heat loads especially to north and west facing dorm rooms. The design incorporates 400mm deep set paired apartment windows that provide integrated self-shading to the glazing, the sides and top overhang of the typical room window. Shading is also provided by the overhang at level 3 shading level 2 rooms. See below extracts from the architectural design report and drawings that demonstrates the self-shading design of the windows (refer to page 57 page the Architectural Design Report. Image of intent – extract provided below).  (Refer to DA 025 that shows circa 400mm overhang to level 2 room windows). Furthermore, between the pair of windows a 200mm projecting metal fin will be incorporated to provide additional sun-shading and articulation to the façade (refer to page 38 of the Architectural Design Report which shows the 200mm projecting fin at the end of the party wall - image extract provided below):

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	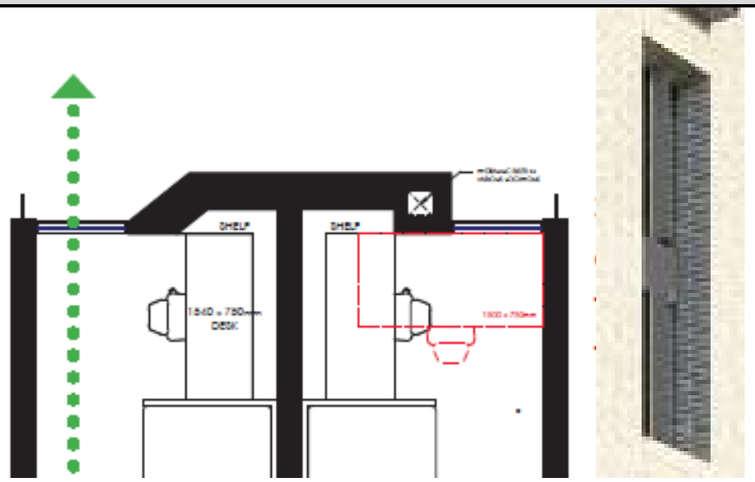 An extract of drawing DA025 Section 1 below illustrates the vertical fins shaded dark grey and casting shadows in elevation:

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	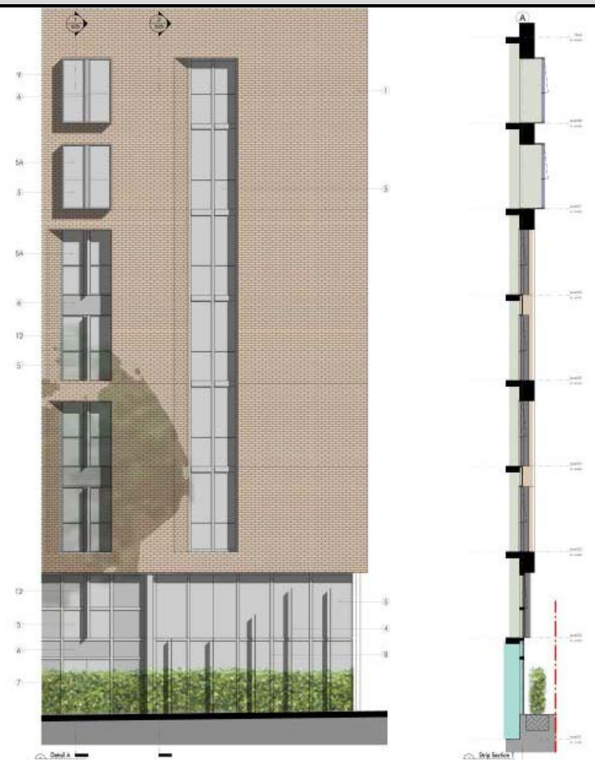 The proposed development is modelled to show that it meets the requirements of the Section J energy efficiency provisions of the NCC using the JV3 methodology (refer **Attachment 1.03**) - through the use of reveals and overhangs in the brick façade, and the selection of appropriate glazing with a low U value and Solar Heat Gain Coefficient. Based on this modelling the introduction of solar screens is not required. The attached BCA Section J assessment (refer **Attachment 1.03**) from JHA Consultants outlines the modelling information and glazing performances that will be required.
g) the rooftop terraces should include weather protected areas such as solar shade and protected wind breaks; and	**Agreed:** A diversity of outdoor and accessible terraces are located on the roofs, some of which are self-shaded and protected by the form of the building, such as the Level 6 Terrace on the South side of the building. The diversity of location and size of the roof terraces allows occupants to choose a terrace with a favourable environment subject to the weather and time of the day. Overall, the design intent is to provide a balance between shade in summer and solar access at other times of year across all 4 terraces. Following public consultation, the roof terrace designs have been carefully crafted to provide good terrace spaces for individuals and small groups, rather than encouraging fully cover large groups and functions. The terraces are designed to mitigate privacy invasion or the reduction of quiet enjoyment currently experienced by surrounding residents **Solar Protection** Protection for the sun is provided by a rooftop 2.7m high steel framed/hard wood pergola structure. The pergola will provide solar protection in summer and quality of openness and light at other times of the year so students can enjoy the main outdoor terrace environment. During inclement weather a large flexi space (internal communal recreational space) is provided adjacent to the main terrace so students can look out onto the landscaped area.

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	The image below shows the extent of the shaded Pergola shaded brown around the stair core that provides solar and wind protection.  The image below shows the material treatment and intent of the shading pergola.  Steel framed hardwood timber shade structure

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	Wind Protection All terraces have 1.8m high glazed screens around their edges providing wind protection, with levels 5, 7 & 8 having tree planting on the larger / more exposed terraces. The level 6 terrace will also receive shelter from wind due to its narrow width and the built form adjacent which runs along its full length. In addition planting along all the terrace edges shall provide buffering from wind and solar shading. Stair cores (on level 5 & 8) and Service Plant Screens (on level 8) shall also provide areas of wind protection such that occupants can move to various protected areas.
h) food preparation facilities should be located within proximity to the rooftop terraces.	**Agree:** Outdoor BBQ facilities are located on the Level 5 Roof terrace with supplementary indoor tea making facilities and kitchenette located in the flexi space directly adjacent to the terrace (as shown in the attached landscape report). The Level 5 terrace is intended to be used for food making activities and functions. The BBQ Area will be located in the Eastern paved zone of the private courtyard as shown on the Level 5 Terrace plan below under the open pergola structure.  The other terraces on Levels 6 & 7 are not designed for this purpose due to the smaller terrace sizes and remote location at the higher levels of the building. Students can use internal tea areas to warm up food however the students are encouraged to use the main kitchen as means of communal cooking to encourage social interaction. On the Ground Floor, indoor communal cooking facilities are located adjacent to the private courtyard space fronting City Road, in addition to the outdoor BBQs supplied. The BBQ Area will be located in the Eastern paved zone of the private courtyard surrounded by landscaping as shown in the extract below. 
2. Construction Traffic Management: Assessment of construction traffic impacts be undertaken, to include, but not be limited to, the following information: a) an approximate number of daily construction traffic vehicle movements to and from the proposed development site;	**Agreed** – details to all CTM issues provided below: 15-20 trucks per day are anticipated daily – please refer to Section 5 of the GTA Construction Traffic Management Plan (**Attachment 1.07a**) for further details.
b) consideration of additional construction traffic vehicles on the surrounding road network from other construction activities in proximity to the site;	**Agreed:** The University attaches a Construction Traffic Management Plan (**Attachment 1.07b**) and excerpt below) that addresses all current/planned construction activities on the Camperdown-Darlington campuses, including the

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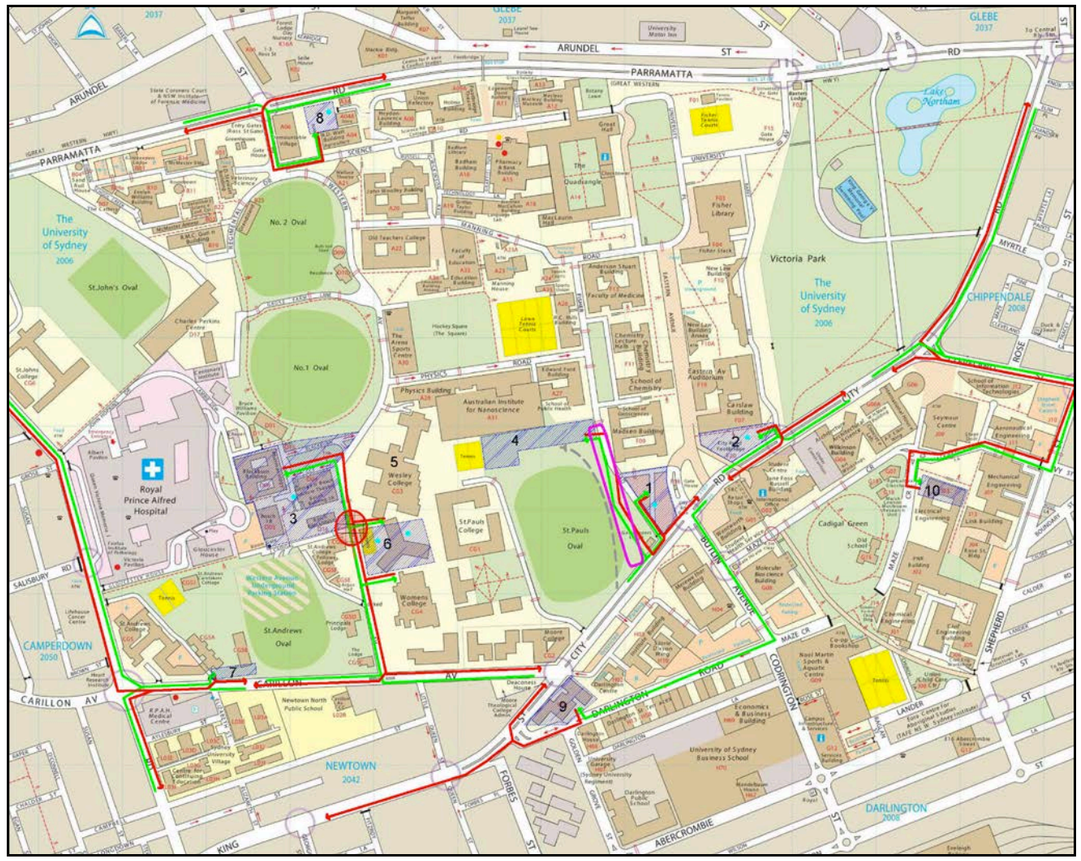
	approved construction vehicle routes: 
c) plans showing the proposed construction vehicle transit routes to and from the site, including the location(s) of site access and egress;	Refer Section 2 of the Construction Management Plan prepared by Richard Crookes Constructions at **EIS Appendix X**, alternatively refer to **Attachment 1.07b**.
d) an assessment on the Level of Service of surrounding intersections as a result of construction-generated traffic;	Please refer to the GTA Construction Traffic Management Plan (**Attachment 1.07a**) for details on this item.
e) an assessment of impacts on public transport operations, particularly along City Road;	An assessment on future construction traffic conditions surrounding the site has indicated that there will be no impacts on public transport operations as a result of this project. The bus stop on City Road will be maintained through the construction of the project with pedestrians and commuters being protected through the use of a B Class overhead hoarding as outlined in Section 2.3 of the Construction Management Plan (refer to **EIS Appendix X**) prepared by Richard Crookes Constructions. In addition refer to GTA Construction Traffic Management Plan (**Attachment 1.07a**) for details on this item.
f) an assessment of impacts on traffic flows along surrounding residential streets;	Impacts on traffic flows are expected to be minimal. Please refer to the Construction Management Plan (refer EIS Appendix X) prepared by Richard Crookes Constructions that outlines:

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	• An average of 15 to 20 trucks will service the construction site daily; • Construction traffic routes will be established to avoid residential streets. Vehicles will utilise City Rd, Butlin Ave and then Darlington Rd. This construction route has been proposed to eliminate the need for any construction vehicles to use Golden Grove Street and therefore avoid driving past the Darlington Public School that is located on this street. In addition refer to GTA Construction Traffic Management Plan (**Attachment 1.07a**) for details on this item.
g) any traffic management measures that may be required during construction, including pedestrian and cycleway diversions; and	Please refer to the Construction Management Plan (refer EIS Appendix X) prepared by Richard Crookes Constructions that outlines: • Existing pedestrian and cyclist access along City Road and Darlington Street will be maintained throughout the project. • During the demolition & excavation phase pedestrians will only be held for very short periods on Darlington Road to ensure safety when trucks are leaving or entering the site. Pedestrians will not be stopped in anticipation of a vehicle. There will be no impact on City Road. • During the construction phase construction vehicles will not be entering the construction site and deliveries will take place using a Construction Works Zone established on Darlington Road. To facilitate this a 'B' Class hoardings will be installed to provide overhead protection to pedestrians and to this end we do not anticipate any disruption to pedestrians on either City or Darlington roads. In addition refer to GTA Construction Traffic Management Plan (**Attachment 1.07a**) for details on this item.
h) identification of locations for construction worker car parking (if there is insufficient on- site car parking).	Due to the nature of the construction and the extremely tight nature of the site, general construction worker parking will not be allowed on site. All workers will be encouraged to take public transport to and from site via pre-commencement communications that outline bus routes and timetables in addition to the train timetables for the nearby Redfern Railway Station which is less than 1km away. Those who drive to work will be encouraged to car pool so not to conflict with local residential parking. The rules and regulations around parking on site will be displayed on notice boards, encouraging staff to use public transport, or directed them to the nearest parking area. In addition refer to Section 6 of the GTA Construction Traffic Management Plan (**Attachment 1.07a**) for details on this item.
3. Background Noise Monitoring The EPA notes in its submission that background noise monitoring has not occurred at the nearest residential sensitive receiver at 120 Darlington Road. The Department requests background noise monitoring be conducted at this location to accord with the guidance material provided in the NSW *Industrial Noise Policy.* Should no further monitoring be undertaken as part of the application, the Department will adopt the noise level assumptions outlined in the EPA's submission for 120 Darlington Road for assessment purposes, including: a) ambient and background noise levels up to 1 dB higher than levels recorded at 110 Darlington Road; b) a night-time ambient noise level of Leq(night) 50 dBA; and a rating background noise level of 43 dBA.	**Agreed:** No further monitoring will be undertaken as part of this application. The University accepts the conditions proposed by the DPE in adopting the noise level assumptions outlined in the EPA's submission for 120 Darlington Road as confirmed by Acoustic consultant (refer **Attachment 1.04)**.

1. USYD Response to supplementary issues
(letter date 01 May 2017, received by UoS 09 May 2017)
Department of Planning & Environment
& Government Architect's Office

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supplementary DPE & GAO Issues	**USYD Project Response**
1. An increase in affordable on-campus student housing is supported.	**Noted**
2. Integrated mixed use approach with the inclusion of campus-wide facilities within the building is supported	**Noted**
3. The sharp corner of the site at the intersection of Darlington Road and City Road represents a significant architectural opportunity and key visual place marker for the University. The current proposed form and building facade composition do little to celebrate this key contextual opportunity and are not supported.	**Noted** Please refer to the University's response under DPE Issue No.1 on page 3 of this document for a response to these queries.
4. Whilst the selection of masonry as the primary facade material is supported, the potential of brick both formally and decoratively is not fully exploited in the current design of the facades. Given the civic prominence of the building a considered and integrated approach to the form, mass and articulation of the brick is recommended.	**Noted** Please refer to the University's response under DPE Issue No.1 on page 3 of this document for a response to these queries.
5. The scale and generic commercial quality of the proposed curtain wall glazing along the lower floors of City Road and at the City Road and Darlington Road intersection is not supported.	**City Road Lower Floor Glazing:** The City Road Lower floor glazing system is proposed to be a slim line framing system that is modulated and broken up by exposed concrete columns, coloured back glass, vision glass and vertical shading fins (at level 2). The combination of these elements will provide a varied visual treatment along City Road. Furthermore the glazing is fronted by extensive buffer hedge landscaping to soften the edge treatment and provide a degree of screening and privacy both to the public and occupants.  This street elevation shows the glazing modulation along City Road.

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	 This part elevation shows the interplay of concrete columns, slimline framing, vertical shading fins and landscaping that will provide variation along the street.  Concrete columns and glass are suitable durable materials against vandalism.

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	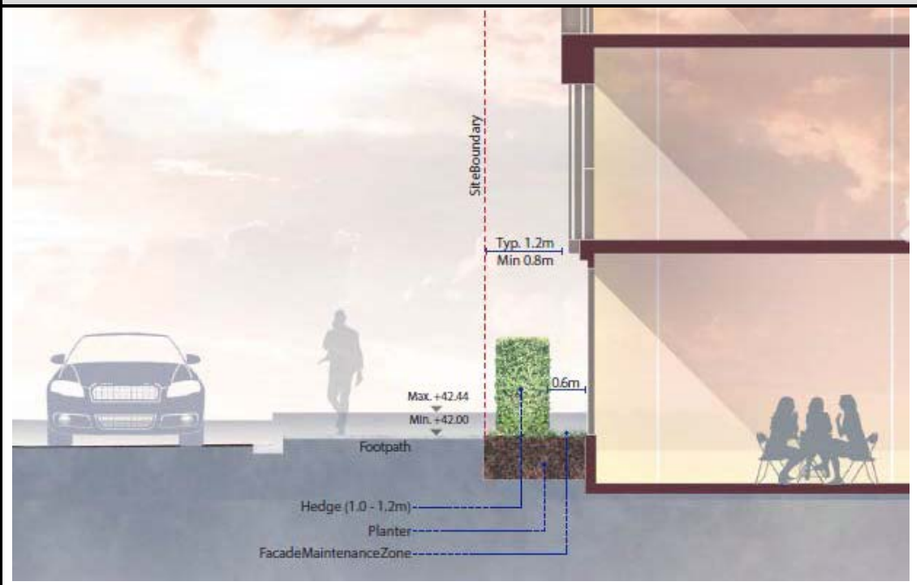 The relationship of the road, foot path, planting and glazing is shown to create a visually soft and private edge interface where the building meets the street.  At night the vision glass will allow ambient internal light to filter to the foot path creating passive surveillance and a safer environment for pedestrians.

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SUPPLEMENTARY DPE & GAO ISSUES	**USYD PROJECT RESPONSE**
	City Road and Darlington Road Intersection Proposal: In relation to Option 1 – Enhanced Vertical Expression, it is proposed to address the extent of glazing presented at the corner of City Road and Darlington Road by integrating additional brick around the corner and along Darlington Road and refining the detailing of the glass facades. The corner will be modified to a curve form clad with a finely detailed concealed framed curved glass facade this is overlaid with vertically expressed brick work. The vertical brick work continues the proposed modified vertical brick facade language on City Road around the glazed corner to Darlington Road so there is a total visual integration and transition of the corner to the facades either side. The extent of the glazed proportion to brickwork is increased at the corner to respond to the internal outlook from the corner. The corner brick work is deeply recessed to provide sun shading and articulation of the brick work that will be expressed with fine grain detailing and stack bonding to celebrate the texture of brick. By providing a consistent brick treatment and finer glass detailing around the corner and along Darlington road side the design provides a strong visual presentation to a highly Civic and prominent corner that follows the tradition of other recognisable urban iconic corner buildings such as the Flatiron building in New York. Please refer to the University's response under DPE Issue No.1 on page 3 of this document for a further details relating to Option 2A and 2B.
6. The operation of the through site link has not been confirmed. A 24 hour public accessible link is supported. Where this is not possible minimum opening hours are to be confirmed to include morning and afternoon peaks.	The current design will improve the pedestrian amenity in and around the site, Darlington campus and surrounding neighbourhood (refer **Attachment 1.10)**. There is currently no pedestrian link through the Regiment site between City and Darlington Roads. The design provides a new publicly accessible pathway through the site that will be securely monitored to improve pedestrian connectivity. The landscaping along City and Darlington Roads will be upgraded by the planting of hedges and which will create a soft buffer to the building as well as improve pedestrian amenity. A site pedestrian plan was examined in conjunction with Gehl architects to understand the impact that the development will have on pedestrian movements. The new public pedestrian link will be able to act as secondary pedestrian path between two primary pedestrian movements. This is reflected in the University of Sydney Campus Preferred Walking Route Plan by Arup (Appendix 1.10).
7. Very little information has been provided on the environmental performance of the building. Details are required on extents of mechanical and cross ventilation and the extent of solar access and sun shading to bedrooms and shared spaces.	Refer to the UoS Response to DPE issue 1f) and attached Regiment Section J Assessment Letter by JHA Consultants. The development shall incorporate passive design principals focused around strategic glazing, a refined shading strategy, orientation and application of thermal mass to minimise the reliance on mechanical air conditioning and deliver a high quality indoor environment. The accommodation areas will not have air conditioning. However, they will benefit from a well-designed natural ventilation strategy that has been developed through extensive calculations and modelling. Mixed mode ventilation requirements will be met within all common areas of the building using the cross flow ventilation strategies shown below. All dorm rooms will have a ceiling fan and operable window to promote sustainable strategies for ventilation and cooling.

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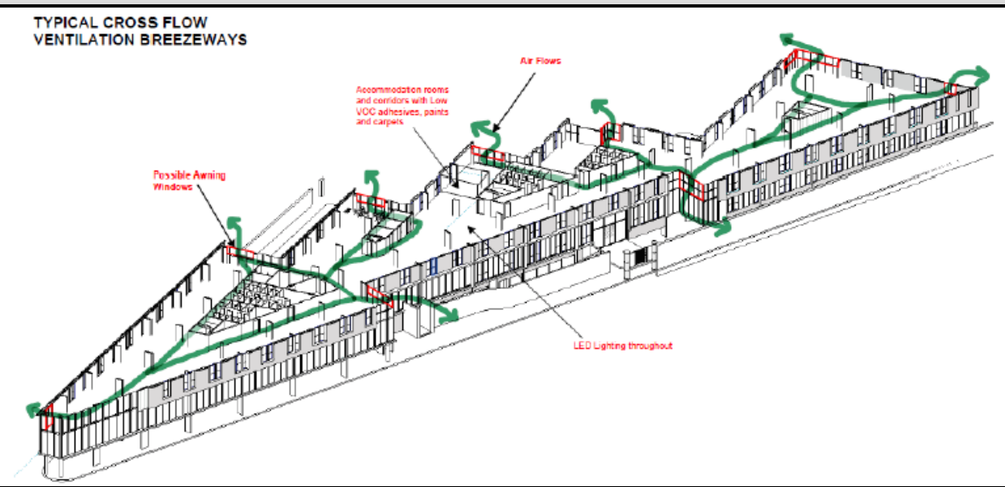
SUPPLEMENTARY DPE & GAO ISSUES	**USYD PROJECT RESPONSE**
	
8. Whilst small vertical blades are indicated on some windows, the environmental performance of the building is not clear. A review of the proposed solar shading is required to ensure dorm rooms and common areas are appropriately protected from direct West, East and Northern sunlight. Design of sun shading should be integrated with the overall facade design.	Refer to the UoS Response to DPE issue 1f) and attached Regiment Section J Assessment Letter by JHA Consultants.
9. The argument for smaller than minimum room sizes is based on maintaining reduced rental levels and the provision of greater than boarding house quantities of shared space and amenities. Whilst the comparison to boarding houses is accepted, little data has been provided on the comparison with other student accommodation in regards to cost and provision of shared amenities, beyond those already operated by the University and located within existing, upgraded buildings. In order to support the reduced room size the GA requires data that compares proposed room rental rates with other student housing providers and a comparison of room sizes with the provision and location of shared spaces. Additionally it is noted that an increase of bedroom sizes to the NSW minimum could be offset if necessary by greater diversity of room types to include shared room and multi-room arrangements, now common in student accommodation.	Refer to the UoS Response to DPE issue 1d) and 1e)
10. Single lift core solution is not accepted. Corridors are considered to be unacceptably long and lacking in amenity.	Refer to the UoS Response to DPE issue 1b)
11. Relocate accessible rooms adjacent to lift cores	Refer to the UoS Response to DPE issue 1c)
12. Larger, open stairs to encourage use and improve pedestrian flow at busy times are recommended.	Refer to the UoS Response to DPE issue 1b)
13. Increase in the amenity of communal areas on the floors to accommodate and encourage different styles of use such as meeting/study areas, and encourage the establishment of smaller student community groups.	Refer to the UoS Response to DPE issue 1e)
14. Landscape design of external terraces to incorporate greater weather protection including rain protection, sun shading and wind breaks.	Refer to the UoS Response to DPE issue 1g)
15. Introduction of food preparation facilities on or within proximity to external courtyards would be supported.	Refer to the UoS Response to DPE issue 1h)

2. USYD Response to City of Sydney Council Submission

SSD 7417 – REGIMENT MIXED-USE REDEVELOPMENT	
CoS Issue	**USYD Project Response**
1. The City has lodged an objection on the grounds that the application is a residential project (student housing) with common areas in the City of Sydney LGA and should therefore be assessed by the City. *The City is certain that the proposed development is not an educational establishment, which is defined in the Sydney LEP 2012 as a building or place used for education', but is residential accommodation.* While the applicant states that there are teaching and e-learning facilities within the development, these are study and common areas for the residents and it is noted that while there are four 'teaching rooms', they are limited in size to 16m2 each out of a total of 15,048m2 GFA.	**Disagree:** The University does not agree that the proposal constitutes a residential development, and disagrees with the City's position for the following reasons: 1. University Student Accommodation is an essential component of the facilities and services the University provides in the educational development and support of our students. Our Student Accommodation comprises mixed-use buildings that accommodate other educational establishment uses such as teaching, computer, tutor, music and study rooms, as well as the Student Wellbeing services and programs provided by the University's Student Accommodation Services. 2. The paper on Student Accommodation bedroom sizes (in response to DPE submission under RtS item 1 d) above and EIS Appendix Eiii) also provides details on the mixed use nature of our buildings and how these differentiate from residential and boarding house developments. 3. The Department has accepted this project as a State Significant Development through the issuing of SEARs for the Regiment proposal on 21 December 2015. The University notes that its' SEARs report to DPE specified the range and floorspace of mixed uses within the proposed building. 4. The City did <u>not</u> raise any objection to this SSD application through the City's: a) Response to the DPE regarding the University's SEARs application (Council letter dated 18 December 2015); b) CoS Pre-DA meeting with the University on 16 January 2017 and the agreed minutes of that meeting (refer to EIS report *6.3 Public Authority Consultation* Table 6 and EIS Appendix Eii; and c) Tour of University mixed use Student accommodation building at Queen Mary Building (Camperdown) and Abercrombie (Darlington campus) on 2 February 2017. Following that tour, the City's Area Planning Manager and Senior Planner provided the University with an email confirming that the proposal was acceptable for room sizes and based on a presentation demonstrating the differentiation between these mixed-use buildings and standard residential; and boarding house developments. 5. The original Regiment SSD scheme provides 446m^2 of educational establishment uses. This provision is now increased to 930m^2 in response to the DPE/GAO submission under 1 e) (above). The additional teaching areas provided by the Ground Floor *Hacker and Maker* spaces plus the Eastern Wing Teaching Areas (formerly proposed as Dorm bedrooms), now provides a total of 484m^2 of teaching space. For definition: • a *Hacker space* is community space where computer programmers can collectively meet, work and share infrastructure. These spaces typically have 3D printing and PC services. • a *Marker space* is a room that provides a platform and incubator for collaborative making, and typically merges the disciplines of art and design. The new additional teaching spaces will provide a diversity of additional rooms circa 40m^2, 50m^2, 60m^2 and 120m^2 that will facilitate different teaching opportunities and groups. The Superintendent's residence will be converted to teaching space and connected via a covered walkway to the leaning hub and additional east wing teaching areas. A connection point is proposed at the northern façade at grid 33 to allow additional connection to the Superintendent's Residence teaching spaces. To facilitate the additional teaching space 31 rooms have been deleted from the eastern wing. In addition, the 2 x 2 bedroom apartments at level 1 have also been relocated to level 2 with an overall loss of 10 rooms respectively to allow for additional maker and hacker teaching spaces.

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CoS Issue	**USYD Project Response**
	 A variety of diverse teaching spaces shown in pink are provided interconnected by clear pathways and outdoor covered walkways.
The City has also listed the following themes of **objection** to the proposal:	The University raises its concerns with the City's bullet point list of issues for reasons including: a) The comments fail to acknowledge and recognise the pre-DA meeting and minutes agreed with the City of Sydney on the meeting held with City officers on 16 January 2017 (**Attachment 1.05**). At that meeting, the University provided the City with a professional presentation by the project team on all issued addressing architecture and design, use, heritage, open space, rooftop access, bicycle storage, pedestrian access and through-site link connections, solar access to surrounding buildings, traffic along Darlington Road, and construction vehicle management. b) The City of Sydney has not provided any detail on the disciplines listed below.
a) **Heritage**, and the impact on the Superintendent's House, and the 1880's western boundary wall amongst others.	This issue was not raised at the pre-DA meeting with the City. Impacts on the Superintendent's House and the 1880's western boundary wall, in addition to other potentially heritage sensitive matters, are addressed in detail in the project specific Heritage Impact Statement prepared by John Oultram Heritage Design date December 2016 (Fourth Draft).
b) **Landscaping concept** proposal and its relationship with the site and the existing and proposed buildings and existing significant Fig tree. In addition, the impact the landscaping design will have on the security of the site	**Disagree:** Landscape details are addressed in the EIS plans and a revised report as **Attachment 1.09**. Notwithstanding, the following description of proposed landscaping is provided. The landscape design is based on the following key principles: • Creating a series of flexible communal spaces for use by the residents, accommodating a variety of uses over several levels of the development; • Respecting and responding to the existing heritage walls, Superintendents Residence building and surrounds, and historical uses of the site; and • Integrating Aboriginal & Torres Strait Islander Culture and Story into the design as part of The University of Sydney's Wingara Mura strategy. The landscape design draws on the historical uses and forms of the site, notably Regiment, Farm, Forest and People, in a layered approach that defines the character and uses of the various spaces. The design creates a new public plaza space with access from City Road via a new pedestrian entry adjacent to the existing vehicle entry gates. The new entry will provide segregation from vehicles with the existing sandstone pillars in front of the Darlington Centre reused to help define the pedestrian area against the

SSD 7417 – REGIMENT MIXED-USE REDEVELOPMENT	
CoS Issue	**USYD Project Response**
	driveway. Seating and planting frame an open plaza space with new paving and planting, creating a welcoming pedestrian entry experience for the new building as well as the existing heritage buildings to the north. The Darlington Centre is removed, creating a respectful curtilage around the Superintendents Residence building with the existing walls and significant fig tree retained to the front and additional circulation and access to the rear. The latter will form a 'learning link' with a new raised deck area at the south-east corner of the building with seating edges against the walkway. A new accessible walkway is provided on the north-east side to access the Superintendents Residence via the existing verandah with the two existing trees in this area retained. The existing Fig tree in front of the Darlington Centre is retained and celebrated in the design with low level planting and seating around the base. All works within the TPZ of this tree will be undertaken in accordance with the arborist's recommendations. The secure internal courtyard sits between the building and City Road, and will benefit from good solar access, and vegetation fronting the street. A flexible paved space with numerous seating options and gas BBQ areas are carved out of a carpet of native vegetation and sit under a canopy of native trees, both existing and proposed. Access is provided directly off the communal lounge and dining areas of the student housing. The Darlington Road landscaping consists of planting beds between the building and a new fence or the heritage wall to provide a buffer between the street and student rooms. The landscape design for the secure courtyard, as well as areas of the entry plaza, will incorporate Aboriginal & Torres Strait Islander Culture and Story into the design as part of The University of Sydney's Wingara Mura strategy. This reflects the University's vision for inclusion of Aboriginal values, art and culture in all developments. The landscape design has carefully considered security issues and CPTED principles. Landscape elements are generally low and planting consists of clear stemmed trees and low ground covers to allow clear sightlines and surveillance. The secure courtyard is not publicly accessible and there is good visibility from the adjacent communal areas of the building. External lighting will be provided to all external areas to comply with relevant Australian standards. Hedge planting up to max 1.5m high is proposed for where the building directly adjoins City Road and Darlington Road. This planting will provide a measure of privacy whilst still enabling passive surveillance of public areas from adjacent windows. This hedge planting is stopped short of the corner of City & Darlington Roads in order to further allow passive surveillance at the corner of the building.
c) Insufficient detail within the submitted **wind report**, including assessment of all the terraces.	**Disagree:** On 3 April 2017, the University provided the DPE with an amended Wind Report that contained certain pages missing. The DPE's request was in response to a request forwarded by the City of Sydney. The "Pedestrian Wind Environment Statement" prepared by WindTech Consultants Pty Ltd has been updated to address all terraces (**Attachment 1.08**).
d) Architectural resolution of the proposed building.	Refer to University response top DPE & OGA submission on this issue under item 1 a) (RtS page 3)
e) Removal of street trees.	The University proposes that T2 & T3 be removed and replaced with 2 established Brush box trees in accordance with the City of Sydney's Street Tree Masterplan. It is proposed that T5 also be replaced with Brush box to reinforce this important corner by continuing the Brush box street tree planting around the corner from City Road. For further details, refer below response to item f).
f) Street tree planting, which is not consistent with the City's Street Tree Master Plan.	**Agree:** The University acknowledges that the proposed replacement trees mentioned in g) above do not accord with the City's Street Tree Master Plan. The CoS Street Tree Master Plan Precinct 16 Darlington nominates Lophostemon confertus (Brush box) for City Road and Liriodendron tulipifera (Tulip Tree) for Darlington Rd. The proposed replacement of T2 & T3 (Platanus x acerifolia) on City Rd with Brush box complies with the CoS STM. This will also assist with the wind mitigation near this corner, thereby improving pedestrian amenity and comfort. The proposed replacement of T5 (Tulip Tree) with established Brush box does not strictly comply with the CoS STM but has been proposed to reinforce this important corner by continuing the Brush box street tree planting around the corner from City Road. This section of Darlington Road contains 2 existing Poplar trees

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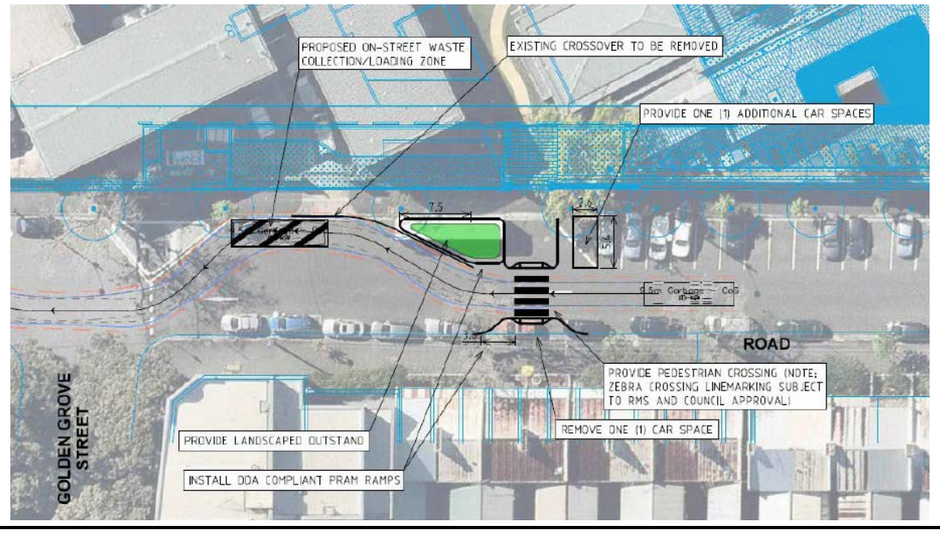
CoS Issue	**USYD Project Response**
	so there is already a mix of species at this end of the street. T5 is located closest to the corner with City Road and therefore, it is logical to consider it in the context of this important corner rather than just a continuation of Darlington Rd. The selection of an evergreen tree species will also assist with the wind mitigation at this corner, thereby improving pedestrian amenity and comfort. The revised landscape report is attached which demonstrates this proposal (**Attachment 1.09**).
g) Insufficient **bicycle parking**.	**Disagree:** The Transport Assessment report by GTA (EIS Appendix I) confirms: "The minimum provision of bicycle parking is consistent with the Sydney LEP 12 Section 3 – General Provisions4. Section 3.11.3 of the LEP outlines that bicycle parking should be provided at the rate of 1 space per 10 students and 1 space per 10 staff. Under these provisions, a total of 87 class 1 bike spaces would be required for students and staff. The SSD proposes a total of 175 class 1 bike spaces which therefore exceeds the DCP requirements, and end-of-trip facility provision for non-residential uses are considered to be appropriate. A further 24 additional bicycle loops (accommodating 48 bicycles) are proposed at grade for short term bicycle parking as part of the development."
h) **Servicing** of the site.	All servicing to the site in the form of deliveries, maintenance vehicles and waste pick up will be undertaken from Darlington Road. Mail boxes are located externally fronting Darlington Road and will be accessible postal delivery services. The garbage room is located in the basement and consists of a bin lift. The operating contractor will load the bins to the bin lift, onto the concrete stand at Ground Level and onto the road for collection. A loading zone has been proposed to the south-western aspect of the site. This section along Darlington Road currently has no provision for parking and hence the use of this section will not change. Refer to the Transport Assessment Report Section 4.2. See below proposed loading zone. 
i) **Pedestrian amenity**.	Refer to University response under Item 6 on page 15 above for a response to this item.
j) Insufficient information regarding **public transport infrastructure** that services the site as required by the SEARS.	The site is serviced by a public bus stop directly in front of the site on both sides of City Road. These bus stops are highly visible and in immediate walking distance from the building entrance. Buses from City Road travel to a wide range of Sydney suburbs, the City and to other train stations. Furthermore, the building is situated within 1km of Redfern Station and 800m of Macdonaldtown Station. Please refer to Section 2.3.1 of **Attachment 1.07a**. This assessment notes the following: *The site is extremely well serviced by high-frequency public transport services, with City Road being a key*

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CoS Issue	**USYD Project Response**
	bus corridor. A summary of key bus services available in the vicinity of the site is provided in Table 2.1 with further information relating to the bus network shown in Figure 2.7. Table 2.1: Public Transport Provision Service | Route # | Route Description | Location of Stop | Distance to Nearest Stop | Frequency On/Off Peak Bus | 352 | Bondi Junction to Marrickville Metro via Oxford Street | City Road opposite Carillion Avenue | 5m | 20 minutes peak / 30 minutes off peak Bus | 370 | Leichardt Marketplace to Coogee | City Road opposite Carillion Avenue | 5m | 10 minutes peak / 20 minutes off peak Bus | 422 | City Martin place to Kogarah | City Road opposite Carillion Avenue | 5m | 5-10 minutes peak / 20 minutes off peak Bus | 423 | City Martin Place to Kingsgrove via central station and Newtown | City Road opposite Carillion Avenue | 5m | Every 10 minutes Bus | 426 | City Martin Place to Dulwich Hill | City Road opposite Carillion Avenue | 5m | 10 minutes peak / 20 minutes off peak Bus | 428 | City Martin Place to Dulwich Hill | City Road opposite Carillion Avenue | 5m | 5-10 minutes peak / 15 minutes off peak Bus | M30 | Sydenham to Mosman | City Road opposite Carillion Avenue | 5m | 10 minutes peak / 15 minutes off peak Bus | N10 | City Town Hall to Sutherland | City Road near Butlin Avenue | 200m | Hourly 1am – 5am Bus | N30 | City Town Hall to Macarthur | City Road near Butlin Avenue | 200m | Every Half Hour 1am-5am Bus | N40 | City Town Hall to East Hills | City Road near Butlin Avenue | 200m | Every Half Hour 12am-5am Bus | L23 | City Martin Place to Kingsgrove | City Road near Butlin Avenue | 200m | Every 15 minutes 4:30pm – 6:30pm Bus | L28 | City Martin Place to Canterbury | City Road near Butlin Avenue | 200m | Every 15 minutes 4:30pm – 6:30pm
k) The **drawings are incomplete** and do not show doorways in the interfaces between the communal areas and the outdoor (private) courtyard.	Revised plans are attached showing the doorways to the interfaces between the communal areas and the outdoor (private) courtyard on the Ground Floor.
l) No **Public Art Strategy**.	The University has allocated a package of public artworks for: • 1 x sculpture to the central courtyard • 1 x large artwork to the front building foyer; and • 7 x artworks to the main lift lobby of each floor. This package has been allocated a budget of $150,000 for the provision of these artworks. The University is currently pursuing a procurement strategy for artists to define and scope and execution of this artwork opportunity. The University therefore recommends an appropriate condition of consent requiring the University to provide the final details of the public art to the DPE Secretary prior to Occupation Certificate of the building. Refer to page 44 of the Architectural Design Report. The publicly accessible pathway and entry will be integrated with interpretive artwork that interprets the site and local cultural history. The Interpretation Strategy report by John Oultram will also inform the Artwork strategy.

3. USYD Response to NSW Heritage Council

SSD 7417 – REGIMENT MIXED-USE REDEVELOPMENT	
HC Issue	**USYD Project Response**
1. In terms of the ranking of *high* significance ascribed to the Institute Building, it is recommended that an appropriate curtilage and public domain is maintained around this building, and the proposed Regiment building is setback, at least to align with the architectural plan grid coordinate no. 35 from the current grid coordinate no. 37.	**Disagree:** The University does not agree to a further setback off the proposed building for reasons including: a) The building footprint and scale fully complies with the approved CIP Building Envelope (SSD 13_6123) applying to the Regiment site within the Merewether Precinct. b) The proposed building footprint is set back from the Institute building. The revised photo montage perspective can only be viewed from a person standing on the road within the University campus. The University believes that the footprint does not impede the Institute buildings curtilage. c) A Heritage Impact Statement, prepared by John Oultram to accompany the development and the issue of curtilage and setbacks, concludes: *The most eastern block along Darlington Road is set well behind the Institute building and aligns with the front wall of the rear annexe maintaining the view corridor along the access way at the rear of the Institute.* *The setbacks are very well considered to reinforce the changes in scale of each section and maintain the predominance of the Institute building while allowing a reasonable, visual and built curtilage to the Superintendent's building.* Refer to the Heritage response by John Oultram which supports the current design (**Attachment 1.11)**.
2. In addition reduction in the building form is recommended to maintain an appropriate visual separation between the Institute Building and the proposed Regiment building, and to accord with the intent of condition of consent (SSD no.6123) Design Excellence no. B1b): *In considering whether proposed development exhibits design excellence, the consent authority must have regard to the following matters: ii) whether the form…will improve the quality and amenity of the public domain.*	Refer to the Heritage Impact Statement included at EIS Section 8.6 and EIS Appendix J. The HIS concludes: *As noted above, the change of backdrop to the building reflects the changing nature of the site. The development will be seen in relation to the Institute Building but is set some way from it, or to the rear, and the building is robust enough to accommodate the change of setting particularly as the majority of the development is set on the site to the west that was always remote and divided from the Institute.* Close to the subject site, the view from the main entry gate (View K) is considered to be the most important. From here, views to the Institute Building are blocked by tree canopies and the Superintendent's Residence. The view opens out as one enters the site but the placement of the new building to the rear of the alignment of Institute (approximately on the setback of the rear additions to the Institute) will limit the impact and allow complete views to the side elevation of the Institute. The Institute Building is fully developed and functional, and the later extensions to the rear of the building are in close proximity and alignment with the Institute Building. The principal elevation to the Institute Building are large and robust and the new building is designed as a recessive element in a muted palette of materials with a glazed element to the nearest corner to give a lightness to the building façade. In response to heritage significance of the adjoining Institute Building, the University concludes that the scale and setbacks of the new building at the closest point are adequate and will allow an adequate curtilage and setting to the Institute, and is in accordance with the approved building footprint under the CIP approval (SSD 13_6123).
3. Furthermore, the supporting montage (ref no. 10107_DA083) included in the architectural drawing set entitled *Photomontage – Main Entry & Superintendent's Residence*, prepared by Nettleton Tribe Partnership Pty Ltd does not appear to be true. This montage indicates a wide view corridor would be achieved between the proposed Regiment building and the Institute Building, but this depiction is not consistent with the proposed architectural plans.	A compliant montage is attached (**Attachment 1.12**) however this does not include the Institute Building. A compliant montage including the Institute Building is currently being drafted and will be issued to the Department in 2 weeks.

4. USYD Response to Office of Environmental Heritage

SSD 7417 – REGIMENT MIXED-USE REDEVELOPMENT	
OEH Issue	**USYD Project Response**
OEH has reviewed the Aboriginal Heritage Impact Assessment Report (Assessment Report) prepared by Archaeological and Heritage Management Solutions dated 24 February 2016 and considers the assessment to be adequate. The recommendations at Section 8.5 of the Assessment Report are supported.	**Noted**

5. USYD Response to Transport for NSW Submission

SSD 7417 – REGIMENT MIXED-USE REDEVELOPMENT	
TfNSW Issue	**USYD Project Response**
Active Transport – Recommendation: • Locate bicycle facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines;	**Agree:** The University agrees and notes that the resident bicycle facilities are located in the basement and are consistent with the Austroads Guidelines. Refer to EIS Appendix I, Section 3.4 and Section 5.1 of the Transport Impact Assessment report included as part of the application. Additional bicycle parking is being located nearer to the communal teaching areas for students/members of the public to use when travelling to the facility. These areas are close to main entries and incorporate passive surveillance from both public areas and the new development.
• Develop wayfinding strategies and travel access guides to assist with increasing the mode share of walking and cycling; and	The development will incorporate University wayfinding campus wide signage strategy prior to occupation of the building.
• The bicycle parking provision should be in accordance with Australian Standards Bicycle Parking Facilities A52890.3.	The bicycle parking is consistent with the AS2890.3 standards. Refer to EIS Appendix I, Section 5.1 of the Transport Impact Assessment report.
Construction Pedestrian and Traffic Management Plan – Recommendations: a) TfNSW does not support the use of City Road as an area for unloading/loading construction material as it would be detrimental to bus operations.	**Agree:** All loading and unloading on site will ensure vehicle access is provided via Darlington Road and not City Road. As noted in the EIS Appendix I, Section 6.3 Transport Impact Assessment Report and the EIS Appendix x, Section 2.2.2 Richard Crookes Construction Management Plan, a road other than City Road would be required to be utilised for construction. During the construction phase of the project construction traffic will utilise the traffic signals on City Road to access the site via Butlin Avenue and then onto Darlington Road. All construction access and deliveries will then be via a Construction Works Zone to be established in front of the site on Darlington Road. By Adopting this arrangement, no access to the site will be required from City Road, thus there will be no impact on this state road. This construction vehicle movement plan was discussed with the RMS (pre-lodgement) and they were in agreement with the proposal.
b) TfNSW requests that the applicant be conditioned to the following: • Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with CBD Coordination Office within TfNSW and Roads and Maritime Services. The CPTMP needs to specify, but not to be limited to, the following: o Location of the proposed work zone; o Haulage routes; o Construction vehicle access arrangements; o Proposed construction hours; o Estimated number of construction vehicle movements; o Construction program; o Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works; o Cumulative construction impacts of projects including projects within the University of Sydney precinct. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the road network; and o Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.	**Agree:** The University agrees to the TfNSW request and this be applied as a consent condition requiring the satisfaction of the Certifying Authority
• Submit a copy of the final plan to the City of Sydney, prior to the issue of any Construction Certificate.	**Disagree:** The University requests that the CPTMP be conditioned to be submitted to the satisfaction of the Certifying Authority however a copy can be submitted to Council prior to the commencement of works for their information.
TfNSW requests that the applicant consults with TfNSW in relation to issues identified in this letter. TfNSW would be pleased to consider any further material forwarded from the applicant.	**Agree**

6. USYD Response to Roads & Maritime Services

SSD 7417 – REGIMENT MIXED-USE REDEVELOPMENT	
RMS Issue	**USYD Project Response**
RMS raises no objection to the above subject development provided the following conditions are included in the determination of the application:	**Noted**
1. A Construction Traffic Management detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council and Roads and Maritime prior to the issue of a Construction Certificate.	**Agreed:** Refer to USyd comment in response to similar TfNSW issue above.
2. The application proposes modification to the north-western leg of the pedestrian island at the City Road/Carillon Avenue signalised intersection to accommodate for the volume of pedestrians. Therefore, any modification to the signalised City Road/Carillon Avenue intersection requires the Traffic Control Signal (TCS) plan to be updated to reflect the proposed modification to the north-western leg of the pedestrian island. Roads and Maritime fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works. The developer will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the WAD will need to be executed prior to Roads and Maritime assessment of the detailed civil design plans.	**Disagree:** The subject pedestrian island and arterial intersection lies outside the SSD project site, and adjoins the recently completed and independent Moore College development. The SSD project does not propose the modification of the pedestrian island. The request has the same effect as a S94 Contribution and to which the University objects. The University argues that the upgrade of road infrastructure is the responsibility of RMS and the City of Sydney. The signalised crossing adjoining the Regiment site across City Road is not a primary University pedestrian route as it affords pedestrian connection towards other non-University uses and destinations including schools, residential dwellings, hospital facilities and independent colleges. The primary University pedestrian route for staff and students remains along the south side of City Road and more importantly Darlington Road within the Darlington campus.  A pedestrian study of the University was also undertaken by the University in conjunction with Gehl Architects and which confirms the above-mentioned University priority pedestrian routes (refer to TfS response to City of Sydney submission – item k). Student travelling to and from the Regiment site will typically do so either east towards the Darlington campus/teaching areas down City Road or west towards Newtown. Further east, University pedestrians typically traverse City Road junction with Butlin Avenue and Eastern Avenue as the principal conduit between Camperdown and Darlington campuses. University pedestrians do not typically travel north across the regiment site towards Carillon Avenue is there are very limited University facilities and buildings towards that direction. Refer to the **Appendix 1.10** University preferred pedestrian route map, which details the future preferred walking route from the future Regiment site. The path of travel is indicated from the two main building entry /

SSD 7417 – REGIMENT MIXED-USE REDEVELOPMENT	
RMS ISSUE	**USYD PROJECT RESPONSE**
	exit points and is consistent with the primary pedestrian movements as indicated in the study undertaken by Gehl architects.
3. Should the post development storm water discharge from the subject site into the Roads and Maritime system exceed the pre-development discharge, detailed design plans and hydraulic calculations of any charges are to be submitted to Roads and Maritime for approval, prior to the commencement of works on site.	**Agreed** All stormwater is to be collected in pits and pipes and outlet to Darlington Road via an OSD tank located at the eastern end of the development (**refer Attachment 1.13**). Due to the site being located at the top of the Blackwattle Bay catchment and hence no Authority drainage connection provided adjacent to the site, it is proposed for the OSD tank outlet to connect to the kerb in Darlington Road with a maximum discharge of 25 L/sec which is considerably less than the pre-development flows.
4. The developer is to submit design drawings and documents relating to the excavation of the site and support structures to Roads and Maritime for assessment, in accordance with Technical Direction GTD2012/001. The developer is to submit all documentation at least six (6) weeks prior to commencement of construction and is to meet the full cost of the assessment by Roads and Maritime. Details should be submitted to Suppiah Thillai: suppiah.thillai@rms.nsw.gov.au If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner/s of the roadway is/are given at least seven (7) days notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work.	**Disagree:** The excavation to be undertaken on site is limited to a single basement level which is contained in small areas of the building footprint/site. The excavation perimeter is set back from the roadway at a distance that will not impact on the zone of influence of any surrounding roadway.

7. USYD Response to Environment Protection Authority Submission

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EPA Issue	**USYD Project Response**
EPA has identified the following site specific concerns with recommendations submitted for DPEs consideration:	
Construction phase **Asbestos containing material & lead-based paint** **Recommendation1:** The proponent be required to satisfy the requirements of the Protection of the Environment Operations (Waste) Regulation 2014 with particular reference to Part 7 'asbestos wastes'.	**In Principle Agreement:** Demolition works do not form part of this SSDA submission. However all works that will involve the removal of any hazardous materials (including asbestos containing material and lead paint) will be carried out in accordance with the requirements of SafeWork NSW and in accordance with applicable legislation.
Recommendation 2: The proponent be required to satisfy the requirements of the Protection of the Environment Operations (Waste) Regulation 2014 with particular reference to Part 7 'asbestos wastes'.	**In Principle Agreement:** Demolition works do not form part of this SSDA submission. However all works that will involve the removal of any hazardous materials (including asbestos containing material and lead paint) will be carried out in accordance with the requirements of SafeWork NSW and in accordance with applicable legislation.
Recommendation 3: The proponent be required to consult with Safework NSW concerning the handling of any asbestos waste that may be encountered during the course of the project.	**In Principle Agreement:** Demolition works do not form part of this SSDA submission. However all works that will involve the removal of any hazardous materials (including asbestos containing material and lead paint) will be carried out in accordance with the requirements of SafeWork NSW and in accordance with applicable legislation.
Noise & Vibration **Recommendation 4:** The proponent be required to ensure that as far as practicable all demolition, site preparation, construction and construction-related work likely to be audible at any noise sensitive receivers, including residences and residential colleges, is undertaken only during the standard construction hours, being - (a) 7.00 am to 6.00 pm Monday to Friday, (b) 8.00 am to 1.00 pm Saturday, and (c) no work on Sundays or gazetted public holidays.	**Disagree:** The University requests that the same hours of works be applied as those that were approved for the F23 and Lees 1 projects fronting City Road, and comprising (proposed changes highlighted in red): (a) 7.00 am to 6.00 pm Monday to Friday, (b) 7:30 am and 3:30 pm Saturday, and (c) no work on Sundays or gazetted public holidays.
Recommendation 5: The proponent be required to schedule intra-day 'respite periods' for construction activities identified in section 4.5 of the Interim Construction Noise Guideline as being particularly annoying to noise sensitive receivers, including surrounding residents.	**Agreed:** The University with support from the Acoustic consultant (refer **Attachment 1.04**) would propose that respite periods be developed as part of the detailed construction noise and vibration management plan to ensure that works are not unnecessarily restricted and the construction period protracted.
Recommendation 6: The proponent be required to ensure construction vehicles (including concrete agitator trucks) involved in demolition, site preparation, bulk earthworks, construction and construction-related activities do not arrive at the project site or in surrounding residential precincts outside approved construction hours.	**Agreed and noted,** the University will comply with this condition.
Recommendation 7: The proponent be required to consider undertaking a safety risk assessment of site preparation, bulk earth works, construction and construction-related activities to determine whether it is practicable to use audible movement alarms of a type that would minimise the noise impact on surrounding noise sensitive receivers, without compromising safety.	**Disagree:** Due to the scale and scope of the project and the varying delivery vehicles we do not believe that compliance with this proposed condition would be practical. As per the above responses all deliveries would be within the approved construction hours only. The site will be typically surrounded by 2100mm high solid hoarding particularly to Darlington Road. Given the elevation of the terraces and level of construction plant, this will provide a screen between reverse beepers and receivers. As part of the construction noise and vibration management plan, it would be recommended that broadband beepers be installed where safe to do so and where practical management controls would allow. Delivery vehicles to this style of reverse alarm is impractical given that there is very limited control the contractor has over delivery company vehicles and noise management. In any case, the deliveries via Darlington Road will be a drive in/drive out type arrangement in which case reversing will be kept to an absolute minimum.
Dust control & Management **Recommendation 8:** The proponent be required to:	

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EPA ISSUE	**USYD PROJECT RESPONSE**
(a) minimise dust emissions on the site, and (b) prevent dust emissions from the site.	**Agreed:** The University will comply with the proposed condition.
Waste Control & Management **Recommendation 9:** The proponent be required to ensure that: (1) all waste generated during the project is assessed, classified and managed in accordance with the "*Waste Classification Guidelines Part 1: Classifying Waste*" (Department of Environment Climate Change and Water, December 2009); (2) the body of any vehicle or trailer, used to transport waste or excavation spoil from the premises, is covered before leaving the premises to prevent any spill or escape of any dust, waste, or spoil from the vehicle or trailer; and (3) mud, splatter, dust and other material likely to fall from or be cast off the wheels, underside or body of any vehicle, trailer or motorised plant leaving the site, is removed before the vehicle, trailer or motorised plant leaves the premises.	**Agreed:** The University will comply with the proposed condition.
Recommendation 10: The proponent be required to ensure that concrete waste and rinse water are: (a) not disposed of on the development site, and (b) prevented from entering waters, including any natural or artificial watercourse.	**Agreed** The University will comply with the proposed condition.
<u>Operational Phase</u> **Mechanical Plant & Equipment** **Recommendation 11:** The proponent be required to: (a) provide a quantitative assessment of predicted operational noise impacts on surrounding noise sensitive receivers, especially the Darlington House and Land and Housing Corporation residences located on the corner of Golden Grove Street and Darlington Road; (b) ensure plant and equipment does not generate noise that – (i) exceeds 5 dBA above the night-time background noise level measured at the northern boundary of the development site, and (ii) exhibits tonal or other annoying characteristics.	**Agreed** The University will comply with the proposed condition.
Recommendation 12: That consideration be given to requiring the proponent – (a) to undertake noise compliance monitoring and assessment during commissioning of mechanical plant and equipment serving the development; and (b) to report the results of the compliance assessment monitoring referred to in (a) to confirm that noise levels do not exceed levels predicted in the required noise impact assessment and acceptable noise criteria identified in the NSW Industrial Noise Policy, January 2000.	**Agreed** The University will comply with the proposed condition.
Roof Top Terraces **Recommendation 13:** That the proponent be required to ensure that for all roof terraces – (a) amplified sound not be used at any time, and (b) the hours of use be limited to 8.00 am to 10.00 pm Monday to Saturday, and to 9.00 am to 6.00 pm on Sundays and Public holidays.	**Disagree:** a) Amplified sound will only be used for key events held on the roof terrace. It will be limited to the operational hours of the terrace. b) Recommended hours for use of the Terraces will be limited to: 7am – 10pm Mon – Sat 8am – 9pm Sunday & Public Holidays
Waste Collection Services **Recommendation 14:** The proponent be required ensure waste collection services are not undertaken outside the hours of 7.30 am to 6.00 pm Monday to Friday.	**Agreed:** The project will comply with the proposed condition as waste collection services will occur between 7:30am and 6:00pm Mon-Fri.
Waste Management **Recommendation 15:** The proponent be required to identify and implement feasible and reasonable opportunities for the reuse and recycling of waste, including food waste.	**Agreed** The development includes provision for both Waste and Recycling chutes to encourage students to segregate appropriate materials that can be recycled. The chutes have worked well in other University student accommodation facilities as they automatically sort the rubbish into recycling and waste. A nominated area in the garbage room will be allocated for the storage of discarded bulky items and

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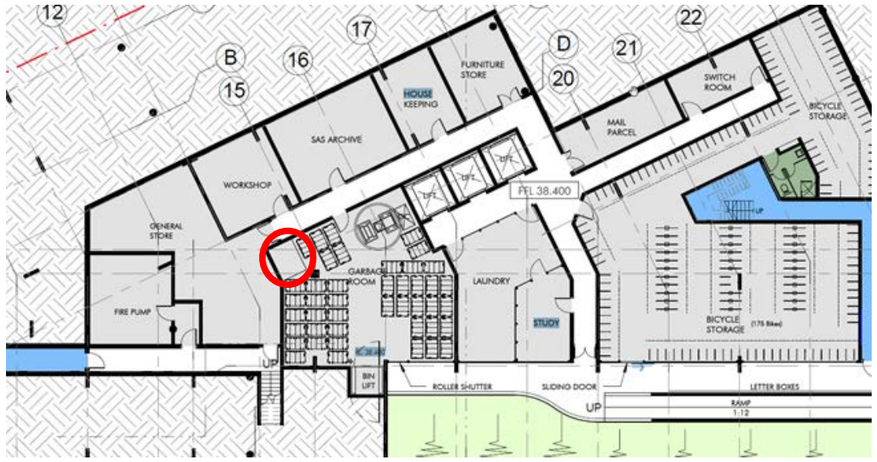
EPA ISSUE	**USYD PROJECT RESPONSE**
	recyclable electronic goods. Recyclable electronic goods include batteries, equipment containing printed circuit boards, computers, televisions, fluorescent tubes and smoke detectors are stored in this area to encourage re-use of the item and to minimise waste.  Green waste generated by the buildings landscape team area be collected and removed from site by the maintenance contractor during scheduled or arranged servicing of these areas. Refer to EIS Appendix O – Waste Management Plan outlines the proposal for the management of recyclables.

8. USYD RESPONSE TO SYDNEY AIRPORT SUBMISSION

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SYDNEY AIRPORT ISSUE	**USYD PROJECT RESPONSE**
Sydney Airport has no objection to the erection of this development to a maximum height of 67.3 metres AHD. Should you wish to exceed this height a new application must be submitted.	**Noted**
Sydney Airport advises that approval to operate construction equipment (i.e. cranes) should be obtained prior to any commitment to construct.	**Noted**

9. Design Amendments

Minor design amendments have been incorporated into the SSD application through a combination of responding to design matters raised in submissions, and identification of superior materials to best serve the building purpose. The tables below identify the design amendments introduced, and list the updated schedule of SSD architectural plans.

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Design Change	**Rationale for Change**
Increased ratio of communal/common areas throughout the building	In response to the comments from the Department of Planning, a revised Ground Floor plan has been provided which demonstrates the extent of additional floor space dedicated to communal and educational establishment facilities. The revised plan will sacrifice 41 bedrooms (dorm rooms and 2x2 bedroom apartments) for the provision of an additional 484m^2 of education and teaching floor space. Refer to **Appendix 1.06** for a copy of the revised plans and area schedules.
Façade Detailing	In response to the comments from the Department of Planning, the University has provided further detailing and options on the Façade. Refer to **Appendix 1.01a, b & c** for further details.
Accessible Room Locations	In response to the comments from the Department of Planning, the University has provided a proposed solution to relocate a number of accessible rooms closer to the lift cores. Refer to **Appendix 1.02** for a copy of the proposed plans.
Ground Floor (Level 1) Plan	The University has provided a revised Ground Floor (Level 1) Plan with additional detailing on the doorways and the interface between the communal areas and the outdoor (private) courtyard. Refer to **Appendix 1.06** for a copy of the revised plans and area schedules.

11. Response To Public Submissions (consolidated)

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Issue	**USYD Project Response**
DPE has received a total of **11 public submissions** in response to the public exhibition process – 1 in support of the SSD proposal and 10 submissions citing objections. Four (4) of the objections are from anonymous sources. The University's RtS has sought to list the issues of objection in order of frequency rather than listing each submission in turn. This has assisted the University in identifying common and individual issues as well as avoiding repetition in this RtS report.	
1. Excessive Height of Development. Scale should be 3-4 storeys (7 submissions)	The scale of the proposed development: • Demarks the separation of City Road Darlington from King Street Newtown; • Announces the gateway arrival to The University of Sydney's Darlington/Camperdown campus; • Complements the height and scale of the Moore College development opposite on City Road; • Complies with the CIP building envelope approved for this site (SSD 13_6123); • The University notes there are also existing high storey buildings further west along King Street Newtown that significantly exceed 3-4 storeys.
2. Lack of community consultation on the SSD Project - newspapers, letterbox drop etc… (6 submissions)	The public exhibition process was conducted by the Department of Planning. Notwithstanding, the University also convened a local information session on Tuesday 29 November, 2016 at 6pm to provide local community members and organisations with the opportunity to find out about the University's vision for the redevelopment of the Regiment site. The University issued two hundred (200) invitations to attend the meeting which were letterbox dropped to residences in Abercrombie Street and Darlington Road and emailed on the 16 November, 2016 to the community groups, Residents Acting in Defence of Darlington (RAIDD) and REDWatch with a request for them to extend the invitation to their networks. Nine community members attended the Community Information Session. This included a three representatives from REDWatch and six local residents. The University has pursued, to its best endeavours, to consult with h community on the Regiment proposal prior to SSD lodgement and to incorporate early community comments into the final project design and development program.
3. Shadow impacts to surrounding residents/properties. 3 hour solar access is an inadequate measurement (6 submissions).	The 3-hour solar access requirement represents the shortest day of the year. The project satisfactorily complies with the City of Sydney's solar access requirements (Sydney DCP 2012).
4. Lack of parking will lead to vehicle congestion and pressure on street parking (6 submissions)	Given the project's location within the University campus and proximity to CBD and surrounding suburbs, the proposal does not provide any vehicle parking for the student occupants. The University will require students to rely on available walking and cycling networks, public transport services, or alternative transport services. Street parking will continue to be regulated by the City of Sydney's resident and parking time restrictions. Similarly, persons wishing to park on campus can utilise the University's various campus parking stations via University parking ticketing/permits. The projects response to parking is consistent with the City of Sydney's 2012 LEP/DCP. Students residing within the Regiment project will not be eligible for council on street parking permits and therefore will not add to the pressure of on street parking.
5. 8-storey scale of development should be reduced to march 6-storey scale of Moore College on opposite City Road (4 submissions)	Clarification: The proposed development complements (and does not exceed) the height of the Moore College development opposite on City Road. Moore College has less storeys than the proposed Regiment development due to greater floor to ceiling heights.
6. Impact of construction vehicles – congestion on Darlington Street (3 submissions)	Refer to the University's response to TfNSW on this issue and the University's agreement to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) detailing the manner of managing construction vehicles through Darlington and on-site. The University anticipates a condition of consent to this effect.

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ISSUE	**USYD PROJECT RESPONSE**
7. Scale is not in keeping with historic King Street (2 submissions)	Refer to our response on similar issue at 1 above.
8. Poor façade treatment (2 submissions)	Refer to our response to similar issue raised by DPE/OGA Issue 1a)
9. No evidence on the necessity for student accommodation on campus with on-line learning opportunities (2 submissions)?	**Disagree:** Refer to EIS Appendix Eiii and Gii, report detailing the benefits of providing affordable campus student accommodation as part of the learning experience the university offers. Student accommodation also benefits students from regional, inter-State and international destinations or origin.
10. Inadequacy of $10m^2$ bedroom sizes (2 submissions)	**Disagree:** The project EIS has submitted a report (Appendix Eiii) detailing the provision of $10m^2$ room sizes based on the mixed-use functionality of University student accommodation buildings, the benefits and functions of communal spaces within the building, the benefits of building proximity and access to other campus facilities, and the precedent of bedroom sizes established by existing University buildings incorporating student accommodation.
11. Removal of trees. Potential for replanting? (2 submissions)	Replanting has not only been considered but is a key part of the overall landscaping plan for the project. There will be in fact a nett gain of trees on the site as a result of the project as there are 11 trees that are proposed for removal and 23 trees that are proposed to be planted, thus resulting in a nett gain of 12 trees. Refer to Arboricultural Repot by Tree IQ and which commends replacement planting to be supplied in accordance with *Australian Standards 2303 (2015) Tree Stock for Landscape Use* and the University's *Tree Management Plan 2016.*
12. No provision for motorcycle or battery operated vehicle parking (2 submissions)	Given the project's location within the University campus and proximity to CBD and surrounding suburbs, the proposal does not provide any vehicle parking for the student occupants and will require students to rely on available walking and cycling networks, public transport services, or alternative transport services.
13. Congestion by waste collection before 7am or after 7pm (2 submissions)	As per the Operational Management Plan, waste will be collected three times a week from Monday – Friday for General Waste and from Monday – Thursday for Paper and Cardboard Recycling. The University will ensure the waste contractor collects the waste between 7am and 7pm on these days.
14. No evidence of low cost housing being provided (1 submission)	Details of the University's commitment to student accommodation affordability are contained within the EIS repot *University Affordable Student Accommodation Report* at Appendix Gi.
15. No evidence of a through-site link between Darlington Street and City Road (1 submission)	Refer to Dwg number 10107_DA011 Level 01 Floor Plan by Nettleton Tribe and which colour hatches the proposed publicly accessible link connecting Darlington Street through to City Rod.
16. Roof top terrace – noise impact to surrounding residents (1 submission)	Refer to the Operational Plan of Management (PoM) at EIS Appendix T. The PoM confirms that the building will be staffed 24/7. The University's Residential Tenancy Agreement prohibit the use of any outdoor common areas before 7am or after 10pm on any day of the week.
17. Negative impact upon Darlington Public School (1 submission)	The University personally consulted the Principal of Darlington Public School on 29 November 2016 regarding the Regiment proposal and discussions included the University's Operational Plan of Management. The School Principal did not raise any objections to the proposed development.
18. Development proposal does not address the development impact upon the significance of the Darlington Conservation Area (1 submission)	The Regiment site and the Darlington Campus are not contained within any Conservation Area.
19. Concern about demolition of heritage listed Darlington Centre and part of the heritage listed Institute Building (1 submission)	**Disagree:** The Darlington Centre is not heritage listed. The project does not propose any demolition or works to the Institute Building. Refer to SSD drawing *Demolition Plan Dwg: 10107_DA005* prepared by Nettleton Tribe.
20. Development does not comply with the *R1 Residential (General)* land use zone and contravenes Sydney Council's planning instrument (1 submission)	**Disagree:** The site is zoned *SP2 Infrastructure (Educational Establishment*) under the *Sydney LEP 2012*, being the City of Sydney Council's planning instrument.
21. Development does not comply with 1.25:1 FSR control and contravenes Sydney Council's planning instrument (1 submission)	**Disagree:** The *Sydney LEP 2012* (being the City of Sydney Council's planning instrument) does not apply any FSR control to the University of Sydney campus.
22. Development does not address or comply with SEPP65 (1 submission)	**N/A:** SEPP 65 does not apply to mixed-use educational establishment proposals involving student accommodation.

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ISSUE	**USYD PROJECT RESPONSE**
23. Concern about lack of security to the area and under-resourced Police Local Area Command (1 submission)	The University' Campus Security department will manage surveillance and security throughout the University campus. Campus Security offices are located at 22 Codrington Street which is in very close proximity to the Regiment site.
24. Request that the City of Sydney do NOT issue student occupants with street parking permits (1 submission).	**Agreed**: Consistent with the City of Sydney's Residential Parking Permit Guide and Application1 form, residents of properties approved or converted to residential use after 8 May 1996 are not eligible for residential parking permits.
25. Provision of 660L bins and waste shuts does not constitute best practice in waste management (1 submission).	**Disagree:** The development complies with the City of Sydney waste provisions. Waste will be managed by the operations contractor as per the Universities guidelines.
26. No details on Waste Management during construction (1 submission)	**Disagree:** As outlined in EIS Appendix X, Section 3.3 of the Construction Management Plan prepared by Richard Crookes Constructions, a detailed report on Waste Management will be provided as part of the consent condition requirements, in the event that SSD approval is granted.
27. Project does not address City Road air quality upon future student occupants (1 submission)	The Office of Environment & Heritage undertakes air quality testing and publishes the results online. The Air Quality Index reading closest to the Sydney university campus and the development site is from Randwick & Rozelle. The level for those regions is a Good Air Quality level. See the link below for Air Quality Levels in Sydney. http://www.environment.nsw.gov.au/aqms/aqi.htm As a result, the air quality of the surrounding areas will not impact future students being housed in the development.
28. ESD - No provision for rooftop solar voltaic system (1 submission)	**Disagree:** Please refer to EIS Appendix W, Section 5.2.3 of the ESD Services Design Report prepared by JHA Consultants which states: *A solar PV system will be installed to offset electricity consumption of the building. The system shall be designed to maximise electricity generation without exporting power back. The PV system will be sized to provide a peak capacity of at least 75W/m2 of available roof area.*
29. ESD - No provision for green walls (1 submission)	No provision for a green wall have been included as part of the design. Sufficient landscaped areas are provided for student and public amenity throughout the development.
30. ESD - Electric heating not supported – as opposed to reverse air conditioning (1 submission)	All University owned Student Accommodation facilities use electric heaters as the student dorm rooms are not fitted with air conditioning units. By fitting air conditioning units to every dorm room, the energy use of the building per year increases as students tend to leave A/C units on for most of the time that are in their rooms. Electric heaters however are used through short incremental periods throughout the year and therefore will reduce the energy consumption per year.